

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number ~~01000~~ PG: 82A-87
 Address: 8100 ~~8014~~ Croom Station Road, Prince George's County - in the vicinity of Upper Marlboro
 Owner: ~~Shaide Kathleen K~~ Richard & Donna Ervin
 Tax Parcel Number: 364 Tax Map Number: 110
 Project MD 301 Agency State Highway Administration (SHA)
 Site visit by SHA Staff: X no ___ yes Name: _____ Date: _____
 Eligibility recommended ___ Eligibility **not** recommended X
 Criteria ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G X None
 Is property located within a historic district? X no ___ yes Name of District: _____
 Is district listed?: X no ___ yes
 Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

This small wood frame house is one story high roughly three bays wide. Vernacular in style, the building features brick-textured asphalt sheet siding, 6/6 wood windows, and a front gable, standing seam metal roof with an interior side brick chimney. The house is located on an overgrown lot, and is partially obscured by trees.

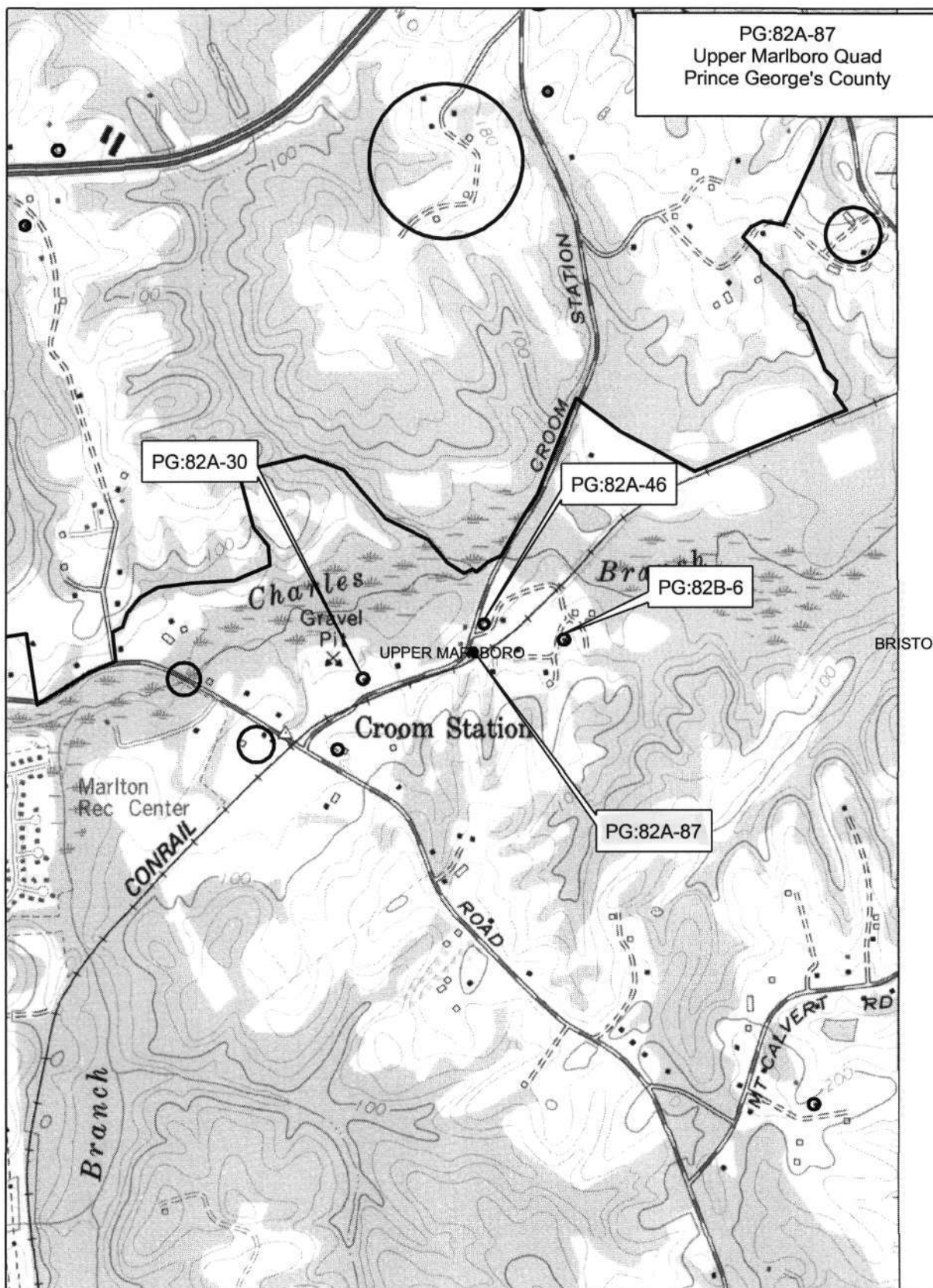
Located close to the Baltimore and Potomac rail line, this house reflects patterns of residential development that characterized southern Maryland during the late-19th and early-20th centuries. Following the Civil War, southern Maryland adjusted to shifts in economic activity and population centers. Railroads made the greatest impact upon community development in this period, particularly the completion of the Baltimore and Potomac Railroad's (B & P) main line from Bowie in Prince George's County to Pope's Creek in Charles County in 1872. The opening of the railroad revitalized the practice of agriculture in southern Maryland. Beginning in 1873, the railroad operated a freight train to Baltimore once a week to carry local produce. In the 1880s, land values in southern Maryland rose rapidly in response to increased profits from agriculture. The Baltimore and Potomac Railroad, therefore, was responsible for agricultural prosperity in southern Maryland during the 19th and 20th centuries. Southern Maryland

Prepared by EHT Tracerics, Inc.

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Eligibility recommended Criteria: ___ A ___ B <u>X</u> C ___ D	Eligibility not recommended <u>X</u> Consideration ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None
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<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>11/25/99</u> Date
<hr/> Reviewer, NR Program	<hr/> Date

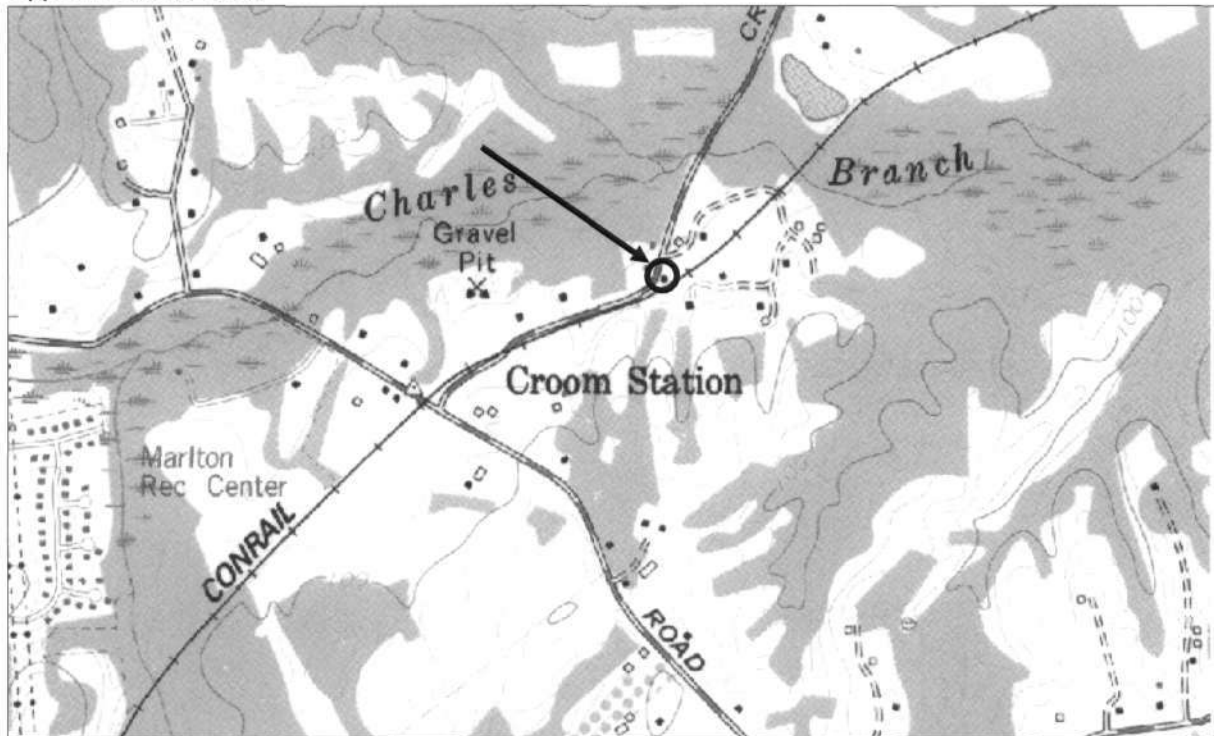
depended on the rail line for most of its commerce until the Crain Highway was begun in 1922.

This c. 1920 structure is not eligible for the National Register. It lacks significance related to events, persons or architecture. Criterion D, information potential, was not assessed for this study.



PG:82A-87

8100 Croom Station Road, Upper Marlboro
Upper Marlboro Quad



National Web Map Service 6" Orthophoto Map
c. 2007-08, with Maryland Planning Parcels

Prince George's County Tax Map 110
Parcel 64





~~Box 1000~~ PG: 824-87

8400 Croom Station Road

Prince George's County, MD

Traceries

June 1999

MD SHPO

View looking northeast

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